

### **Certification of Technical Methods and Planning Assumptions**

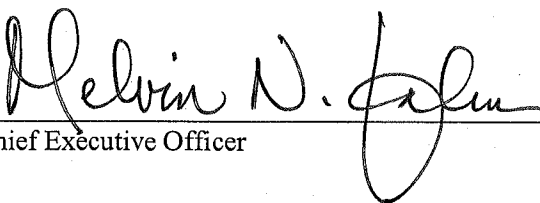
As Chief Executive Officer of the City and County of Honolulu Department of Transportation Services, I understand that FTA's Reporting Instructions for Section 5309 New Starts Criteria, dated May 2007, establish common conventions for the development of information on proposed New Starts projects that are crucial to the fair and evenhanded evaluation of projects. These conventions include:

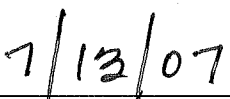
1. The horizon year used for the travel forecasts is 2030.
2. The ridership forecasts are based on a single set of projections and policies consistent with the regional transportation plan and are held constant for the preparation of travel forecasts for the New Starts Baseline and New Starts Build alternatives, including:
  - land use, demographics, socio-economic characteristics, and travel patterns;
  - the highway network, except as modified for changes inherent to the Build alternative (such as the conversion of traffic lanes to transit-only rights-of-way);
  - transit service policies regarding geographic coverage, span of service, and headways, modified where necessary to integrate transit guideways into the bus system;
  - pricing policies (fares, highway tolls, and parking costs); and
  - transit capacity provided given projected transit volumes, productivity standards, and loading standards.
3. The travel models used to prepare the forecasts have been developed and tested with the best available data on current conditions in the urban area, including:
  - Highway speed data collected in the year 2006-07;
  - Transit travel-time data collected in 2006;
  - Home-interview/travel-diary data collected in 1995; and
  - Transit on-board survey data collected in 2005-06.
4. Except for the impacts of physical changes introduced by the alternatives themselves, the performance of the highway and transit systems is held constant between the New Starts Baseline and New Starts Build alternatives, including:
  - highway congestion levels;
  - transit operating speeds in mixed traffic; and
  - maximum access and egress distances to/from transit services, as well as representations of walking, waiting, and transfer times.
5. Transit-mode-specific constants describing the unmeasurable attributes of individual modes are either the same across all transit line-haul modes or are derived from ridership experience on existing transit modes in the metropolitan area, and have magnitudes that are within acceptable ranges as reviewed and approved by FTA.
6. Service levels in both the New Starts Baseline and New Starts Build alternatives have been adjusted to meet projected ridership levels using consistent vehicle-loading standards.
7. The forecasts of ridership and transportation benefits have been subjected to quality-assurance reviews designed to identify and correct large errors that would threaten the usefulness of the information in project evaluation.
8. The forecast of ridership using park/ride access to an individual transit stop/station does not exceed the capacity of the associated park/ride lot as reported in the current planning and/or environmental documents for the alternatives.

### **Certification of Technical Methods and Planning Assumptions (continued)**

9. The definitions of the New Starts Baseline and New Starts Build alternatives are up-to-date, include all items known to be part of the proposed scopes, and specifically identify any remaining sources of uncertainty in the scope of the project.
10. The capital cost estimates for the New Starts Baseline and New Starts Build alternatives are up-to-date, are based on unit costs that apply to expected conditions during construction, and specifically identify remaining uncertainties in those unit costs.
11. Estimates of operating and maintenance costs for the New Starts Baseline and New Starts Build alternatives are based on current local experience, are adjusted for differences in vehicle and service characteristics, and for any transit modes new to the system, are consistent with experience in similar settings elsewhere. All cost components are variable, not fixed. Costs vary with changes in service levels.
12. Annualization factors used to convert daily ridership and operating/maintenance costs into yearly totals are consistent with local experience and are the same for the New Starts Baseline and New Starts Build alternatives.
13. The capital cost estimates are presented in 2007 base year dollars as well as YOES\$.
14. The financial plan has been updated with information from the most recent budget cycle.
15. Any financing costs incurred because of the project have been included in the total project cost as required by FTA, regardless of whether the project sponsor is seeking reimbursement of the costs from New Starts funds.
16. The full cost of preliminary engineering and final design has been included in the total project cost as required by FTA.

Therefore, I hereby certify that the City and County of Honolulu Department of Transportation Services has followed FTA's *Reporting Instructions for Section 5309 New Starts Criteria* (May 2007) in general, and the above-listed conventions in particular, in the preparation of this submission except for item(s) none that the City and County of Honolulu Department of Transportation Services has discussed with FTA and that FTA has approved.

  
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Chief Executive Officer

  
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Date